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MINGRANDUM FOR THE RECORD

SUBJECT : In Flight Durany Ejection Seat Tests

1. Starting on 18 June a series of dummy ejection seat tests will be performed out of the F-106 aircraft at El Contro, California: Speeds and attitudes of these tests are as follows:

	_5pee4_	Attitude	Separation Delay
れ を * わ ***	.9 Hach 1.44 Fach 1.82 Hach .95 Fach	20 % ft. 50 % ft. 46 % ft. Nex of 4/c	4 seconds 4 seconds 4 seconds

- 2. Data will be accumulated via air to air photo, ship to air photo, ground to air photo, dumny and seat accelerometers, dumny tri-axial rate gyros and ground askenia camera coverage. Tests will be performed at the rate of approximately one every seven working days depending upon the rapidity of data reduction.
- 3. If seat instability problems occur during the four second period between ejection and seat separation of the dummy, it is the opinion of the undersigned that some seat stability device will have to be provided by Lockheed. Present seat design does not insure seat stability after rocket burn out which occurs at three tenths of a second after leaving the ejection seat rails.
  - 4. These tests have been classified secret to obviate news releases.
    - \* The one second delay simulates ejecting at 69 H ft. at Mach 3.2

The full pressure sait will be wern by the

Signed

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